

GALE SWEEP SNOW TIES UP CITY; SUN SHINES AS STORM RAGES

Probably clearing to-night; Sunday clear; colder.

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**A COMPLETE NOVEL
EACH WEEK
IN
THE EVENING WORLD**

The



World.

**FINAL
EDITION**

"Circulation Books Open to All."

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PRICE ONE CENT.

Copyright, 1914, by The Press Publishing Co. (The New York World).

NEW YORK, SATURDAY, FEBRUARY 14, 1914.

10 PAGES

PRICE ONE CENT.

FOUR FIRE ALARMS AN HOUR, 150 IN PERIL AT ONE BLAZE AS HOWLING STORM RAGED

**Work So Hard That Commissioner
Sends Out Special Plea for Cau-
tion—All Leaves of Ab-
sence Cancelled.**

During the storm to-day fire alarms reached Fire Headquarters at the rate of about four an hour, and the apparatus and men of the department were being worked to the limit of their capacity.

Commissioner Adamson requested all persons, householders, janitors, engineers and superintendents of buildings to take extra precautions against fire while the storm prevails.

The Fire Department responded to eighty-three alarms in four boroughs between 8 o'clock last night and 8 o'clock this morning, and that average was kept up for several hours more. Brooklyn had thirty-two night alarms, Manhattan, twenty-seven; Bronx, thirteen, and Queens, eleven.

Most of the fires were of no consequence, but every alarm necessitated the use of apparatus, and as the snow piled higher and higher in the streets the problem of reaching engines, hose reels and hook and ladder trucks became more acute.

Chief Kenlon, who had been on active duty all night, communicated with Commissioner Adamson at 7 o'clock this morning and advised the immediate renting of sixty horses to replace injured or temporarily incapacitated animals and to aid in hauling heavy trucks in districts where the streets are narrow. By 9:30 o'clock John R. Keefe, in charge of the Bureau of Repairs and Supplies, had got hold of seventy-six horses and was distributing them where they were needed. In emergencies it is possible to use green horses in the fire department by hitching them up with trained animals.

NO BREAKDOWN OF THE MOTOR APPARATUS.

Not a breakdown was reported from the motor apparatus of the department, but the snow drifts in the streets impeded the progress of the motor engines and trucks. However, it was found that the motor apparatus responded to more alarms in less time than apparatus drawn by horses.

All leaves of absence in the Fire Department have been revoked, the sessions of the Fire College have been abandoned and every officer detailed to duty at headquarters whose presence there is not absolutely necessary has been sent out to work in the fire houses.

The fire alarm telegraph system, the weak point in New York's fire fighting machinery, has made a remarkable record during the storm. Only one break has been reported and that was early last night.

The south wing of the Parthenon Apartment House, a seven-story structure occupying the block front in Manhattan avenue between One Hundred and Seventeenth and One Hundred and Eighteenth streets, was badly damaged by a fire which started in a flat on the top floor. About 150 persons, comprising the forty-eight families in the house, were either driven out by water pouring from above or packed up their valuables in readiness for a quick departure at the behest of the firemen or the police.

CLIMBED FIRE ESCAPE TO REACH THE FIRE.

Henry Rubencamp, superintendent of the building, was notified by a tenant at 9 o'clock that there was a fire in the apartment of Jay Elmont, a bachelor living alone, in out of the city, and Rubencamp, knowing this, entered a flat below, climbed the fire escape and got into the Elmont flat through a window.

The fire was in a closet. Rubencamp

(Continued on Fourth Page.)

Scene at Windiest Corner Along All Broadway When Snow Was Swirling Through 23d Street



BLIZZARD FOLLOWED BY SIXTY-MILE WIND; TRAFFIC PARALYZED

**Eight Inches of Snow Covers Greater
City, and Below Zero Weather Is
Forecasted for To-Morrow—
Drifts Several Feet Deep.**

**16,000 MEN PUT TO WORK
CLEANING UP THE STREETS**

**Rutherford Commuters Hold Up a
Through Train and Come Here
Defying Crew to Put Them Off.**

Three deaths reported as result of the storm. New and Lackawanna boats completely tied up.

Traffic on other big railroad lines practically paralyzed. Ferry service to Staten Island, New Jersey and Brooklyn ran at haphazard. Street car and L traffic demoralized and the extra demand on the subway caused various delays and overcrowding.

Thousands of commuters in New Jersey, on Long Island, Staten Island and in Westchester were unable to get to the city and other thousands were hours late.

Incoming steamships are all encased in ice and report terrific storms at sea. Sixteen thousand men and 5,000 horses are at work clearing the streets at a cost of \$60,000 a day.

A variable gale, which sometimes whistled across the city at sixty-four miles an hour and at other times dropped back to a high wind of thirty-six miles an hour, spells of sunlight and heavy flurries of snow, marked the ending to-day of a remarkable storm which spread eight inches of snow over the city and for a time caused an almost complete paralysis of the surface transportation lines of the Greater City and its suburbs.

The fierce wind undid much of the work of clearing the tracks of the street cars and the railroads by piling up drifts on spots which had been cleaned, and filling cuts which had been ploughed out.

The Brooklyn Rapid Transit Company, after successfully fighting the storm until noon, issued bulletins this afternoon, advising Brooklyn dwellers to make for home as early as possible and predicting blockades on nearly all of its lines at night. Manhattan surface lines worked comparatively smoothly through the afternoon. The Bronx, Queens, Richmond and the suburbs of Long Island, Westchester and New Jersey had only occasional and halting transportation, if any at all.

The Weather Bureau predicts a temperature of about eight degrees above zero for tonight, dropping to-morrow, with fiercer winds and clear skies, to zero. Storm signals are up from Maine to Hatteras.

The B. R. T. management, after keeping their lines open through the morning, found the wind driving snow on their tracks faster than it could be shoveled away in the afternoon. Newspapers were asked to warn all dwellers in Brooklyn to start for home as early as possible, using the elevated lines. The Canarsie, Brighton Beach, Ridgewood and Avenue C lines were all in trouble at 2 o'clock.

Railroads, especially those coming into the city from the west, were hard hit. The Erie early announced the abandonment of its regular train schedules, and the Lackawanna sent out only one train and received none early in the day. Lines to the north were badly delayed.

Rutherford, N. J., furnished an example of the extent to which the frenzied commuter will go in order to reach the city. There were hundreds of them in the station at 7:45 o'clock, clamoring for transportation, although they were assured by the station agent that the train service was practically discontinued.

A long vestibuled through-train from the West, covered with snow and ice, rolled into the station and stopped. It was held up by a signal.

At once the commuters stormed the train. The conductor opened one of the vestibuled doors and was swept off his feet by the rush of Rutherfordians. Other doors were opened and despite the protests of the train and station crews, the commuters swarmed into the sleepers and parlor cars and took possession. They got into Jersey City a couple of hours later, behind time, but happy.

The steam trains of Staten Island and most of the steam and electric trains of Long Island kept close to their schedules, though early morning trains on some of the divisions were from half an hour to an hour late. Reports of deaths caused by the storm were received at Police Headquarters from all over the city. A girl in Elmhurst, Elizabeth Simpson, then renewed powdery snow, and then whose heart gave way under the strain of fighting her way through the storm, fell and was covered by drifts, and was frozen to death. An unidentified man, who had met the same death, was found at dawn in an arroyo at No. 434 West Forty-second street. Another man froze to death in Paterson, N. J.

It was a storm of sudden changes. Snow of a blizzard character started it during the night. This was followed by rain and stinging sleet, then renewed powdery snow, and then a lull which ended with a few heavy

SENATOR BACON OF GEORGIA DEAD; HIS CASE PUZZLED

**X-Ray Showed Kidney, but
Blood Clot on Heart Declared
Cause of His Death.**

WASHINGTON, Feb. 14.—Senator A. O. Bacon of Georgia died in a hospital here to-day. The Senator's death was announced to the Senate just before it adjourned for the day. The end came unexpectedly, a statement having been made earlier in the day that he was doing better, and that an operation which it had been thought necessary to perform for an affection of the kidneys would be avoided.

The Georgia Senator had been ill a little less than a month. At first it was thought he had fractured a rib by a fall. An illness followed by a high temperature set in. Later examinations and X-ray photographs disclosed, however, that an affection of the kidneys, the exact nature of which it was impossible to determine, was the cause. Two days ago the Senator was taken to a hospital, where he got along favorably, and with a recession in temperature thoughts of an operation were abandoned.

The end came at 2 o'clock this afternoon and his family was advised that the immediate cause of death was a blood clot on his heart. Senator Bacon, four times elected to the United States Senate from Georgia, was the first man to be sent to the Senate by direct vote of the people under the terms of the Seventeenth Amendment to the Constitution, proclaimed in February, 1913. As a Confederate soldier, a member of the Georgia Legislature and later a United States Senator, the Georgian had a notable career.

Senator Bacon was born in Bryan County, Georgia, Oct. 29, 1839, and for many years made his home in Macon. On being graduated from the University of Georgia law department in 1860 he entered the Confederate army and served during the campaigns of 1861 and 1862 as adjutant of the Ninth Georgia Regiment in the Army of Northern Virginia. Subsequently he was commissioned as captain in the provisional army of the Confederate States and was assigned to general staff duty.

After the war, Senator Bacon resumed the practice of law and took an active part in politics. He was first elected to the United States Senate in 1891, re-elected in 1906, and again in 1907 by the Legislature. In 1914 he was unanimously re-elected in a general popular election, being the first Senator chosen by popular vote.

MRS. BOND WANTED CHURCHMEN TO AID GORE PROSECUTION

**Clergyman Testifies She and
Others Tried to Get Action
by Ministerial Alliance.**

OKLAHOMA CITY, Okla., Feb. 14.—Instead of calling Senator Gore to the witness stand when court opened for the third day's session of the trial of the \$50,000 damage suit brought against the Senator by Mrs. Minnie E. Bond, counsel for the defense declined at the last moment to call other witnesses in the effort to lay grounds for the impeachment of several of the plaintiff's witnesses.

Rev. Robert D. Licklider, pastor of the Olive Baptist Church and Secretary of the local Ministerial Alliance, testifying for Senator Gore said that Mrs. Bond, her husband and James R. Jacobs, who figures in the case as a foe of Gore, went before the Alliance shortly after the Bond-Gore episode and Jacobs read a statement of the affair, apparently prepared by Bond.

Jacobs commented as he read, said the witness. A committee was appointed.

(Continued on Fifth Page.)

To Lessen the Cost of Living

Big ice crop this winter and lower prices next summer—News Item.

Cold storage dealers will lose thousands of dollars through importation of newly laid eggs.—News Item.

Butter stored last June will be sacrificed at present market prices.—News Item.

Argentine beef is making American hoves look and sell like calves.—News Item.

1,544,239 WORLD ADS. LAST YEAR—771,805 More Than the Herald.—News Item.

From the last item it will be seen that there are plenty of positions, workers, homes, investment opportunities, bargains, etc., that lie within the easy reach of all.

For present chances to curtail expenses and multiply saved dollars see the more than

7,000

Sunday World Ads. To-Morrow!

TENER HANDS REBUKE TO MURPHY OF CUBS IN CASE OF EVERS

**No One Man Can Run His
Club as He Pleases, Says
Governor.**

President Tener of the National League, before leaving on an afternoon train for Washington, said that the league directors at their emergency meeting to-day had finally settled the Evers-Murphy case. The National League took up the matter of Evers's contract, declared the Governor at the Waldorf, "and we decided that Chicago had violated its contract. Evers, therefore, has signed with Boston, and the Chicago club cannot expect to be reimbursed for its action."

After settling the now famous contract case President Tener penned a long letter to Charles Murphy in which he didn't mince words. The Governor in effect wrote: "The day has passed when any one man can say, 'This is my club, and I'll run it as I please and do as I please.' These high-handed methods will not be condoned any longer. Baseball is to be conducted in the National League for the good of the league and club owners will be held to their responsibility just as players are held to theirs on the field."

"Governor, will Mr. Murphy be punished?" asked an Evening World reporter.

"As to punishing Chicago," replied President Tener, smiling broadly as he said "Chicago." "It might be said that whatever is done will be done for the good of organized baseball, and the Chicago club therefore will reap the benefit of the action even though it should protest."

**BIG LEAGUE STAR
WILL BE MANAGER
OF BROOKLYN "FEDS."**

CHICAGO, Feb. 14.—Charles H. Weeghman, on his return to his office to-day, discussed some angles of the Federal League plans. He said J. M. Ward, manager of the Brooklyn Club, already had picked for playing manager a big league star, whose name would be made public soon.

"W. Murphy is the best birthday gift which the Federal League has received," said Mr. Weeghman. "The league will stand as it is. There will be no further changes in the list of cities."

After a consultation with Joe Tinker, Weeghman announced that the Chicago Federal League Club would leave for its training camp at Shreveport, La., the evening of March 2.

DIDN'T BLOW-UP SAFE; THEY TOOK IT ALONG

**Then Working in a Taxi, They
Wrecked Its Door, Got \$125
and Dumped It in the Snow.**

When the manager of Child's restaurant at No. 39 East Nineteenth street opened for business to-day he found that the safe had been taken from behind the cashier's desk. It wasn't much of a safe—only about two feet square—but it contained \$125 when the manager locked it last night.

There was no sign anywhere of forcible entry. It was as though the safe had melted away into the air. The manager reported the mystery to the police.

Detectives went around and concluded that robbers had entered the place with a skeleton key and had picked up the safe, carried it out—locking the door after them—put it in a taxicab and gave it a ride to some remote place. But there wasn't a clue to the remote place.

That the deductions of the sleuths were sound was proved at noon when a watchman for the Consolidated Gas Company, walking through Jonesboro Avenue D between Fourteenth and Fifteenth streets, found a safe with the door wrecked, wrapped in a bag lying in the snow. It was Child's restaurant safe. The thieves had hammered off the combination—probably working in the taxicab—extracted the money and dumped the safe into the street.

200 PASSENGERS IN PANIC AS CARS CRASH IN TUNNEL

**Seven Injured When Snow-Clogged
Wheels Cause Underground
Collision in Boston.**

BOSTON, Mass., Feb. 14.—Seven persons were injured and 200 passengers on two Boston elevated cars were thrown into a panic to-day when snow caked on the motorman's window caused a collision at the Atlantic Avenue station in the East Boston tunnel.

FOR RACING SEE PAGE 4.

WINTER CRUISES
to Bermuda, the Panama Canal, West Indies, South America and the Mediterranean. Round the World Tours, Excursions, tickets and descriptions of all the new ships at THE WORLD TRAVEL BUREAU, Arcade, Pulitzer World Building, 62-64 Park Row, N. Y. City. Telephone, Berkman 3-6666.

CARS CRASH ON BRIDGE, 30 THROWN FROM SEATS AND TWO CUT BY GLASS

**Wind-Driven Snow Cuts Off
View of Motorman and He
Dashes Into Car Ahead.**

A motorman and a woman passenger were hurt and thirty passengers were thrown from their seats and showered with flying glass when two Brooklyn bound cars came together in a rear-end collision in the south roadway of Brooklyn Bridge, 300 feet from the New York side, early to-day.

Fred Marquand of No. 1014 Seneca avenue was running a steel Gates avenue car behind a Putnam avenue car, in charge of Motorman Patrick Dunn of No. 282 McDonough street. Marquand's vestibule was covered with snow and he could scarcely see ahead. He hit the Putnam avenue car with such violence that the front of his car and the rear of the one he struck were wrecked, though the force was lessened by the fact that the cars were going up-grade.

There were fifteen passengers in each car and all were thrown from their seats. Many windows were broken. Marquand was pinned in by the wreckage of his vestibule and when finally extricated was found so cut about the face and hands that he was taken to Holy Family Hospital.

The only passenger needing medical attendance was Miss Anna Reilly, thirty-five, of No. 125A Stuyvesant avenue, Brooklyn. She was slightly cut and suffered from hysteria, but did not go to the hospital.

Policeman Martin of Bridge squad A and a R. T. inspector were near and aided the passengers. The two cars were coupled together after traffic had been tied up about thirty minutes and proceeded to Brooklyn, where they were met by an ambulance.

24 HOURS TO FLY OVER SEA.

**English Aviator Who Is to Try Feat
Gives His Estimate.**

LIVERPOOL, England, Feb. 14.—Lieut. John Cyril Porte, formerly of the British Naval Flying Corps, expects it will take him only twenty-four hours to fly across the Atlantic. He expressed this opinion as he left for America to-day on board the Germania to make preparations for the flight.